Aruba Esso News

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Empleadonan Regular y di Staff Awor Ta 70% Nacional

Na 1949 empleadonan di nacionalidad Holandes tabata representa menos di 50 porciento di empleadonan regular y di staff di Lago. Dia 1 di Juli di e anja aki — probablemente pa di promer vez — e porcentahe aki a suhi te over 70 porciento.

Di 6294 persona ariba payroll di empleadonan regular y di staff, 70,84 porciento of 4477 tabata di nacionalidad Holandes.

Un esudio a munstra cu e grupo di empleado mas grandi — 3021 persona — tabata consisti di nacionalnan di Aruba. E totalnan pa e otro islanan y territorio Holandes tabata: Bonaire 198; Saba 87; St. Eustatius 88; St. Martin 414; Surinam 373 y Holanda 144.

Durante linti anja Lago no por a haya den Antillas y Surinam tur e hendenan necesario pa traha y luego opera e refineria. Compania tabata obligá di reeruta empleadonan for di henter Caribe y for di otro partinan di mundo.

Como resultado, tempo cu payroll a alcanza un total mas halto cu nunca antes di 83441 empleado na anja 1949, menos cu mitar di e grupo di empleadonan regular y di staff tabata di nacionalidad Holandes.

Durante 1949, sinembargo, algun trabao di construccion y mantenecion cu a worde tardá door di Segundo Guerra Mundial tabata completá y algun empleadonan recrutá a worde kitá.

Otro rehabamento y cambio den personal a drenta na vigor te cu na 1951 empleadonan regular y di staff tabata conta 3849 empleado di Aruba y otro empleadonan di nacionalidad Holandes; y 2542 empleado no-nacional.

(Siendo e pais cu Aruba tin relacion mas intimo — pa motibo di e importacion vital di azeta crudo cu ta di suma importancia — nacionalnan di Venezuela no a worde afectá door di layoff).

Lago por a sigui su poliza original di emplea tanto persona di nacionalidad Holandes cu tabata posible, pa motibo cu:

1. E empleadonan a ricibi for di

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Process Starts Safety Program; Others in Use

The Process Department will start this month on a new program to make its employees more safety concious. The kick-off will be a series of posters on "good housekeeping:" the first of the posters will go up on the units this month.

Next in the program will be a series of specially-prepared visual aids which supervisors will use in conjunction with their five-minute safety talks. The visual aids will show accepted procedures in Process Department operations.

Other training devices, specially-prepared for the department, will be used in later phases of the program.

Last month Light Oils Finishing inaugurated a series of "Safety Reminder" classes. In this program 10 to 12 men are called in from the units to the division's training building to listen to personal safety experiences recounted by veteran employees and to see three safety films.

Three months ago Catalytic and Lights Ends — and more recently Utilities — started a 'question and answer' program. In this plan employees submit questions on safety and operating procedures to the job training instructors.

They pass the questions along to the operators who write out their replies. These are surveyed by the training instructors who edit them in conformance with accepted practices and procedures and pass the answer back to the employee.

Unit a Worde Renoba

No. 10 Vis ta Traha Azeta Mas Valioso

No. 10 Vis Unit a worde renobá. Consequentemente, productonan di petroleo mas valioso por worde producí cu antes for di crudo normal cu Lago ta corre. Ehecutivonan di Lago ta reporta cu esaki lo yuda compania keda competitivo cu refinerianan nobo cu ta worde trahá den e areanan unda Lago ta bende su productonan.

Un experto den petroleo a yega di bisa: "Nunca un refineria ta worde trahá." El mester tabata pensando di e modificacion y reconstruccion continuo cu ta necesario ariba plantanan di refinacion manera Lago su No. 10 Viscosity Breaker cu a "subi" Juli 18 despues di casi 3 anja di planeamento y reconstruccion.

E planta renobá a worde cargá cu crudo 11:20 a.m., Juli 21, completando un trabao cu a principia na 1951 como un ensuenjo di un planeador ariba termino largo. E intento tabata pa traha productonan mas valioso for di azeta crudo corri normalmente na Aruba. Pa fin di anja el tahatin su plannan cla, su ideanan aprobá door di directiva di Lago, y ingenieronan na trabao pa pone e ideanan ariba papel den forma di layout y pintura pa trabao.

Reconstruccion di No. 10 Vis a worde haci door di forzanan combiná di Mechanical Department di Lago y Kellogg Pan American Construction Corporation. Kellogg a entrega e material, fabrica e piezanan mayor den Estados Unidos y erigi nan aki.

Un aspecto importante di e trabao tabata pa tene e planta den su forma bieuw operando mas largo posible. Adicionnan cu por a worde trahá promer cu e planta bieuw a baha a worde armá cerca di e planta existente.

Gruponan di trahador tabata traha "den" rond "entre" y 'door' y tambe "ariba" e planta bieuw — cual diariamente tabata entrega su parti di crudo gekrank te ora estadianan final di e reconstruccion a yega.

Trahadornan di Lago a saca seccionnan bieuw di e planta, a reemplaza otro. Un derrick halto a worde erigi, usá pa hiza hopi cos pisá, desarmá, movi y erigi atrobe na un otro locacion. E derrick aki — teni door di staca di hero derá hundo den terra na punto di cahlenan pisá cu tabata plama un web di staal den tur direccion for di mastre central di e derrick — a baha e schoorsteen bieuw, move esnan mas pisá di e toweranan bieuw y e structura cu tabata wanta nan. E mes derrick aki a instala tambe e schoorsteennan, tower y vessels nobo.

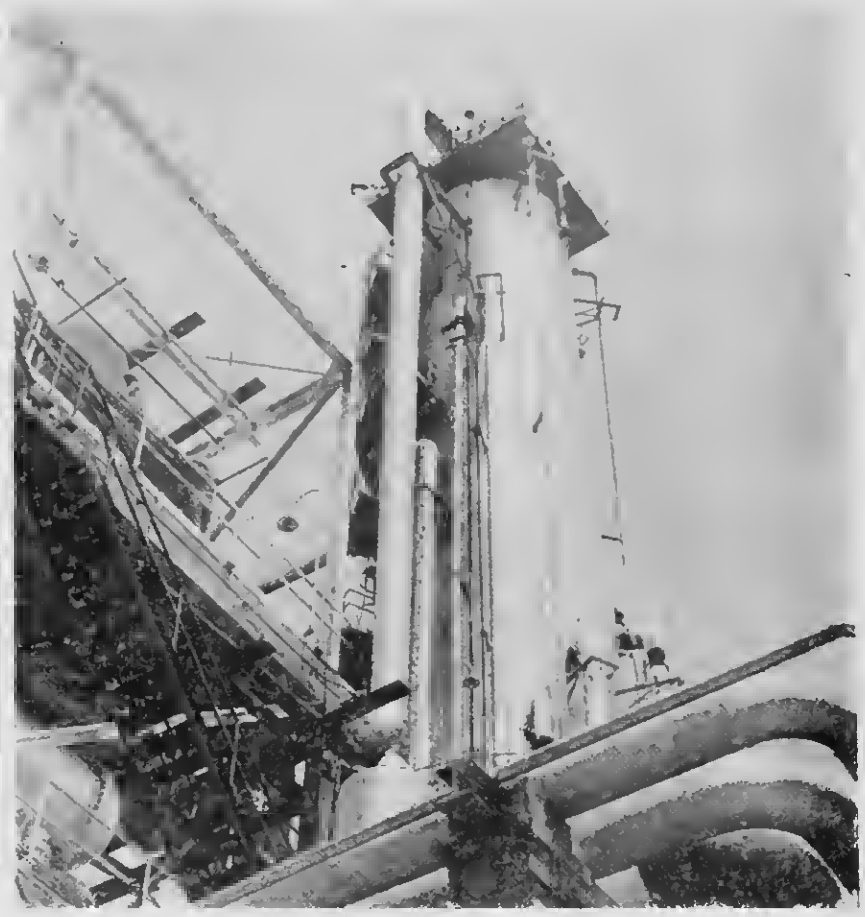
Un fecha contemplá — Juli 18 — a worde poni mas tempran den anja. Despues di esey trabao a sigui na plena velocidad. Practicamente tur division di Lago tabata involvi. Y nan a hini cla pa e fecha aki.

Tempran mainta Juli 18, e fecha contemplá, e planta recondicioná a worde entregá na e operadornan. Gas oil a worde circulá door di e planta pa asegura cu tur cos tabata traha na orden, pa seca awa cu a worde usá pa test cu presion e tower y vessels y pa purba e burners den forma renohá di e unit. E circulacion di gas oil a sirbi pa calieuta gradualmente e planta te temperatura di opera y prepare'le pa recibi azeta crudo.

Awor e gruponan cu ta opera e

(Continua na pagina 3)

Products More Valuable



REVAMPED No. 10 Viscosity Breaker (above) went on stream July 21 following renovation after 25 years of service.

NO. 10 Viscosity Breaker (ariba) a cuminsa traha atrobe dia 21 di Juli siguiendo su renovacion despues di 25 anja di servicio.

No. 10 Viscosity Breaker Is Remodeled, Back On Stream

Old No. 10 Vis has had its face lifted. As a result, more valuable petroleum products can be produced than ever before from Lago's normal crude run. Lago executives report that this will help the company remain competitive with new refineries that are being built in Lago's marketing area.

An oil man once said, "A refinery is never built." He must have been thinking of the never-ending modification and reconstruction required on oil-refining equipment like Lago's No. 10 Viscosity Breaker which "came up" July 18 after nearly three years of planning and reconstruction.

The revamped unit was charged with crude at 11:20 a.m. July 21, completing a job that began in 1951 as a long-range planner's dream. The planner's objective was to make more valuable products from crude oil normally processed at Aruba. By the end of the year he had his plans completed, his ideas approved by Lago's management and engineers at work to put the ideas on paper in the form of lay-outs and working drawings.

Reconstruction of No. 10 Vis was carried out by the combined forces of Lago's Mechanical Department and Kellogg Pan American Construction Corp. Kellogg furnished the material, fabricated the major vessels in the United States and erected the equipment.

Basic to the job was the need for keeping the un-modified unit "on stream" as long as possible. Additions which could be built before the old unit had to be shut down were dove-tailed into the existing unit's area.

Construction crews worked "in" "around" "between" and "through" as well as "on" the old unit — which daily turned out its quota of products until the final stages of reconstruction were reached.

Lago forces tore out obsolete sections of the old unit, replaced others. A huge stiff-legged derrick was erected, used to make several spectacularly heavy lifts, torn down, moved and erected again at a new location. This derrick — held up by "dead men" buried deep in the ground at the end of heavy guy wires that spread a web of steel in all directions from the derrick's central mast —

(Continued on page 2)

Staff & Regular Payroll Is Now 70% National

In 1949 Netherlands nationals made up less than 50 per cent of Lago's staff and regular working force. On July 1 of this year they numbered — probably for the first time — more than 70 per cent.

Of 6294 persons on the staff and regular payroll, 70.84 per cent or 4477 were citizens of The Netherlands.

A survey showed the largest employee group — 3021 persons — was made up of nationals of Aruba. Totals for other Netherlands islands and territories were: Bonaire, 152; Curaçao, 198; Saba, 87; St. Eustatius, 88; St. Martin, 414; Surinam, 373 and Holland, 144.

For two decades Lago could not find within the Antilles and Surinam all the persons needed to build, and later to operate, the refinery. It was forced to recruit employees from throughout the Caribbean and from other countries of the world.

As a result, when the payroll reached an all-time high of 8341 in 1949, less than half the staff and regular group were nationals of The Netherlands.

During 1949, however, some construction and maintenance work which had been delayed by World War II was completed and some recruited employees were laid off.

Other force reductions and personnel replacements went into effect until by 1951 the staff and regular payroll listed 3849 Aruba and other Nethelands national employees; 2542 non-national employees.

(As the country with which Aruba has the closest ties — through the all-important lifeline of oil — Vene-

(Continued on page 3)

After Guiding 25,000 Ships In 20 Years . . .

". . . it paid 95 guilders a month." *". . . el a paga 95 florin pa luna."*

Harbor Master Noot To Retire

Having piloted some 25,000 ships in and out of Netherlands Antilles harbors the past 20 years, Maarten Noot will retire next month as Harbor Master of Aruba and chief of the Pilot Service. He will be succeeded by a man who years ago was third mate in a ship in which Mr. Noot was 'fourth.'

Sitting in his office overlooking the Oranjestad waterfront one day last week, Mr. Noot went back over the years he spent at sea and the later years he spent safely guiding other ships into Oranjestad, San Nicolas and Willemstad.

Born in Den Helder, a North Holland city which today is one of The Netherlands Navy's major ports, Mr. Noot was 17 when he decided on the

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Safety Slips Reduce Hazards

When Management says that safety is part of your job, it means you should know the general safety rules and the individual rules for doing your job safely.

You know the right tools. You also know the hazards. You realize that protective equipment — goggles, safety hats, gloves — is needed to do some jobs safely.

As a safe worker you are also on the alert for unsafe situations, acts or conditions. Since every hazard can cause an accident you — as a safe worker — should point out that hazard to someone in authority.

Eliminating hazards is an important part of Lago's safety program. To a large degree it depends upon veteran employees pointing out to less experienced, less safety-concious employees the hazards to which they are exposed. If every employee would help eliminate hazards, Lago's safety program would be that much more effective.

For this reason, Management is concerned with its employees' interest in safety. Safety slips are Management's tool for gauging this interest. The slips record the faet that you tried to make Lago a safer working place. They are not intended to be a report on a person's violation of a safety rule.

Safety slips are not to be sent aeross department lines nor from one craft to another. The safety slip is to be given to your supervisor. It shows him you are doing your part to prevent accidents.

This is an important point to remember! When safety slips are sent to another craft or department, they become a personal report on a fellow employee who feels he's been "turned in." This is not the purpose of safety slips.

A recent Safety News Letter reported Safety Slip writing stations were being installed around the plant so employees could fill out a safety slip at the time they spot — and help eliminate — a hazard.

Remember, the next time you help eliminate a hazard, or someone helps you eliminate one, you, your fellow-workers and Lago have been made a little safer.

* * *

Slipnan di Seguridad Ta Kita Peligronan

Ora Directiva bisa cu seguridad ta un parti di bo trabao, esaki ta nifiea cu bo mester conoee e reglanan general di seguridad y e reglanan individual pa haci pa trabao salbo.

Bo conoce e hermentnan corecto. Tambe bo conoce e peligronan. Bo ta realiza cu e aparatonan protectivo — bril, safety hat, handschoen — ta necesario pa bo haci bo trabao salbo.

Como un bon trahador bo ta alerto tambe pa situacionnan peligroso, acto of condicionnan. Como cualkier condicion peligroso por causa un desgracia bo — como un bon trahador — mester munstra otro ariba e peligro.

Eliminacion di condicionnan peligroso ta un parti importante di programa di seguridad di Lago. Te un gran distancia esaki ta depende ariba empleadonan veterano pa munstra empleadonan cu menos experiencia, menos juicio di seguridad, ariba e peligronan na cual nan ta exponi. Si tur empleado yuda kita e condicionnan peligroso, programa di seguridad di Lago lo ta mucho mas efectivo.

Pa e motibo aki, Directiva ta concernà cu interes di su empleadonan den seguridad. Safety slips ta un aparato cu cual Directiva ta midi e interes aki. E slipnan ta registra e heeho cu bo a purba pa haci Lago un lugar mas salbo pa traha aden. Nan intento no ta pa ser un reportaje ariba un persona cu a viola un regla di seguridad.

Slipnan di seguridad no mester worde mandà pa via departamental ni di un division pa otro. E slip mester worde entregá na bo hefe. Esaki ta munstre'le cu bo ta haci bo parti pa preveni desgracia.

Esaki ta un punto importante pa recorda! Ora safety slips worde mandá pa un otro division of departamento, nan ta bira un reportaje personal ariba un companjero di trabao cu ta sinti cu el a worde "reportà." Esaki no ta intento di slipnan di seguridad.

Un reciente Safety News Letter tabata contene e anuncio cu stacionnan pa seirbi safety slips ta worde trahá den henter planta asina cu empleadonan por yena un safety slip na momento cu nan mira — y asina yuda elimina — un condicion peligroso.

Corda bon, otro biaha cu ho yuda elimina un condicion peligroso — of un otro kende yuda bo elimina uno — bo, bo companjeronan di trabao y Lago a bira un lugar poco mas salbo.

MULO Grads Attend Third Guidance Talk

Lago wound up a three-session vocational guidance series for MULO school graduates yesterday with an address on "The Importance of Education in Getting the Right Job" and a specialized tour of the refinery.

Thirty-three students who will graduate from Aruba's MULO schools gathered in the Reception Center at 8:30 a.m. to hear E. F. Welch, Training Division head, speak on education as the key to a successful career.

After a description of the refinery's operations by H. M. Nassy of the Public Relations Department, the students were driven around the Lower Yard and then divided into three groups for a closeup look at education in action.

They visited the Technical Service Department Process Control and Drafting Room and the Accounting Department in the General Office Building and then the Nos. 2 and 3 Laboratories.

After lunch at the Reception Center they heard a talk by General Superintendent F. E. Griffin on industry's need for employees with advanced education, then visited the Equipment Inspection Group, the AAR 2 Control house and the No. 2 Powerhouse.

Back at the Reception Center they were served refreshments, were invited to ask any questions on the day's activities and listened to a closing address by R. W. Schlageter, assistant public relations manager.

Earlier in the series they heard Frank P. Cassens, personnel research coordinator, speak at St. Dominicus College on "Planning a Career." They also heard William Meskill, acting Lago Vocational School principal, speak at the college on "The Effect of Supply and Demand of Jobs on the Selection of a Career."

Marius J. Warner To Retire August 1

Retiring August 1 is Marius J. Warner of the Stewards Service, Colony Service Department. Upon retirement, Mr. Warner will have completed nearly 16 years of service during which he has served the company as a painter, a laborer and, since June 25, 1944 as a houseboy.

Mr. Warner first joined the company in December, 1930 but his service was interrupted on three occasions for a total of 2901 days. He will retire with 15 years, 8 months and 11 days of actual service.


M. J. Warner

Mr. Warner plans to take up residence in Surinam, his home country.

Educadornan a Recibi Portretnan

Lago cu algun luna pasá a recibi y organiza un paseo den refineria pa mas cu 200 educadornan di schoolnan parochial y di gobierno, siman pasá a manda portretnan di nan bishita pa e educadornan en gratitud pa e bisbita cu nan a haci.

Cada educador a haya un retrato di e grupo cu cual el a pasea den refineria. Ademas, album cu portret munstrando e educadornan na varios lugar durante e paseo a worde mandá pa 23 director di school pius oficialnan di school na Aruba.

E educadornan tabata invitá pa bishita Lago entre April 20 y 24 pa familiariza nan cu e industria mas grandi di e isla y e lugar unda hopi di nan studiantenan lo traha.

THIS SMOKESTACK on the No. 10 Vis-Breaker was unsteady on its base so workmen chipped away the old cement (above) and replaced it.

E SCHOORSTEEN aki ariba No. 10 Visbreaker no tabata firme ariba su piso y pesey trahadornan a chip afor e cement bieuw (ariba) y reemplaze'le.

No. 10 Remodeled

(Continued from page 1)

took down the old stacks, removed the heaviest of the old towers and supporting structures.

The "stiff-leg" — as the riggers who operate the steam-driven monster call it — lifted and swung into place the new stacks, towers and vessels.

A target date — July 18 was set early in the year. After that it was "expedite!" "substitute!" "rush!" "plan!" "get it done!" Practically every division of Lago was involved. They got it done, too.

Early in the morning of July 18, the target date, the reconditioned unit had been turned over to the operators. Gas oil was circulated through the unit to make sure everything was in working order, to dry out water which had been used to pressure-test the towers and vesse's and to try out the burners in the reconditioned unit's furnace.

The circulation of gas oil also served to gradually warm the unit up to operating temperature and get it ready to receive crude oil.

Now the operating crews are busy finding out what the rebuilt unit will do. They have been trained for several months, both in the classroom and on the unit as the job of rebuilding it progressed.

During the "come-up" — the complicated task of first starting a unit of revised design — the operators used a loud-speaker system to help them communicate with each other. They were glad they had the loudspeaker when, about two hours after crude oil was first charged to the unit and the come-up was reaching its climax, a blinding rainstorm hit the refinery and blotted the crew members from each other's sight.

Like other units in the refinery, No. 10 Vis will depend considerably on instruments for precise control of operations. No. 10 Vis was completely re-instrumented with the most modern instruments that can be purchased.

Automatic controllers, pressure, temperature and flow recorders are installed on a "graphic" panel which shows each instrument's relation to the rest of the unit. This aids in trouble-shooting in the event difficulties arise during operations.

Unlike much of the older process equipment at Lago, the revamped No. 10 Vis has instruments of the "remote" type; that is, the instruments are independent from the oil flowing through the unit. The instruments are "connected" to the unit by application of the latest knowledge in the field of electronics. As a result, the instruments are smaller than the old type, easier to replace and easier to install.

With all these improvements — aided considerably by a modern layout of the unit which allows wide open road-ways through the unit and gives easy access to equipment during general inspections — the out-put of the refinery will not be any greater than it was before. While Lago's total crude volume remains constant, the production of fuel and marine diesel will go down and yields of jet fuel, kerosene, automotive, diesel and other distillates, which are in demand at a higher price, will go up.

That is the reason behind the seven-million guilder face-lifting job done on No. 10 Vis. Lago executives point out that world markets have undergone subtle but significant changes since World War II that have created new demands on refineries.

New refineries are being built which would have a big advantage over older refineries unless continuous efforts were made to keep the older plants up to date. Continuous research leads to new products and new demands on refineries to produce them.

An oil refinery that wants to stay in business must improve its equipment on an almost continuous basis. Perhaps that is what the man had in mind when he said, "An oil refinery is never built."

Lago Outdoes Magician; Puts New Base Back

A magician claps his hands, cries "Presto," grabs a tablecloth and whips it out from under a tableload of dishes without disturbing a dish. Earlier this month Lago took the base out from under a 100-ton smokestack without disturbing the stack and — going the magician one better — put a new one back.

The take-off on the "hand is quicker than the eye" routine was staged because the stack on the No. 10 Vis-Breaker was unsteady on its cement base. The cement, six feet thick and 30 feet in diameter, had cracked into several blocks.

Buffeted by the gusty Trade Winds the stack was rocking and moving the cement blocks which ground together and wore away. The Technical Service and Mechanical Departments joined forces to out-do Houdini.

First they steadied the stack with guy wires, then dug a series of holes around the bottom of the stack. Into the holes went six-inch flanges to support the weight of the stack. Then a Yard crew chipped away three feet of the six-foot thick base and cleared an additional 6½ feet around the 30-foot diameter.

The entire 36½ feet, in the form of an octagon, was covered with three additional feet of cement which brought the base back up to the bottom of the stack which was re-secured.

The guy wires were removed and the stack was ready to go to work on a base wider and more efficient than the original, and which used only half as much cement.

No. 10 Vis

(Continua di pagina 1)

planta ta averiguando kiko e p'anta renobá lo haci. Nan a worde entrená pa varios luna, tanto den klas como den e planta segun e trabao di reconstruccion tabata progresa.

Durante e "subimento" — e tarea complicá pa start un planta di disenjo nobo pa di promer vez — e operadornan a usa un sistema di loudspeaker pa yuda comunica cu otro. Nan tabata contento cu nan tabatin e loudspeaker ora, mas of menos 2 ora despues cu e crudo a worde cargá den e planta y e subimento tabata alcanzando su climax, un yobida cregante a cai ariba refineria y a aranca e trabadornan for di vista di otro.

Mescos cu otro plantanan den refineria, No. 10 Vis lo depende considerablemente ariba instrumentonan pa control preciso di su operacionnan. No. 10 a worde completamente re-instrumentá cu e instrumentonan mas moderno cu por worde cumprá.

Automatic controllers, registradornan di presion, temperatura y di flow ta instalá ariba un panel grafico cu ta munstra relacion di cada instrumento na resto di e planta.

Diferente for di hopi di e plantanan bieuw, No. 10 Vis awor tin instrumentonan remoto; osaki kier meen cu e instrumentonan ta independente for di e azeta cu ta corre door di e planta. E instrumentonan ta conecta na e unit door di aplicacion di e ultimo saber den terreno di electronics. Consequentemente, e instrumentonan ta mas chikito cu e estilo bieuw, mas facil pa reemplaza y mas facil pa instala.

Cu tur e mehoracionnan aki — ayudá considerablemente door di un layout moderno di e unit cu ta permiti camina hancho door di e unit y ta duna acceso facil na su varios piezanan durante inspeccion general — capacidad di refineria no ta mas halto cu antes. Mientras volumen total di Lago ta keda constante, produccion di fuel y marine diesel lo baha y di jet fuel, kerosene, diesel y otro distilato, cual ta na demanda contra prijs mas halto, lo subi.

Esaki ta e motibo tras di e modernizacion di siete million florin haci ariba No. 10 Vis. Ehecutivonan di Lago ta splica cu mercadonan mundial a experimenta cambionan significante desde Guerra Mundial II cu a establece demanda nobo ariba refinerianan. Refinerianan noho ta worde trahá cual lo tin un ventaha grandi ariba refinerianan mas bieuw si esfuerzonan continuo no worde haci pa tene e plantanan mas bieuw den condicion moderno. Experimentacion continuo ta trece productonan noho y demanda nobo ariba refinerianan pa produci nan. Un refineria petrolero cu kier kela traha mester moderniza su piezanan continuamente. Podiseu ta esey e homber tabatin na vista ora el a bisa, "Nunca un refineria ta worde trahá."

Process ta Planea Programa di Seguridad Otronan ta Usa

Process Department lo cuminza e luna aki ariba un programa nobo pa haci su empleadonan mas consciente ariba seguridad. Esaki lo cuminza cu un serie di posters ariba "good housekeping"; e promer posters lo worde instalá na e plantanan e luna aki.

Despues ariba e programa lo ta un serie di "visual aids" specialmente preparú, cual e hefenan lo usa hunto cu nan charla di 5 minuto tocante seguridad.

E "visual aids" lo munstra procedimentonan practico den operacionnan di Process Departament.

Otro metodonan di training, specialmente preparú pa e departamento, lo worde usá mas despues den curso di e programa.

Luna pasá Light Oils Finishing a inaugura un series di sesionnan como "Safety Reminder." Den e programa aki 10 te 12 homber ta worde yamá for di plantanan den training building di e division pa scucha experiencianan personal di seguridad contá door di empleadonan veterano y pa mira tres pelicula.

Tres luna pasá Catalytic & Light Ends — y mas recientemente Utilities — a cuminza un programa di pregunta y contesta. Den e programa aki empleadonan ta sumeti pregunta ariba procedimientonan di seguridad y di trahamento na e instructornan di trabao.

70 Per Cent

(Continued from page 1)

zuela's nationals have not been affected by layoff.)

Lago had been able to continue its original policy of employing as many Netherlands nationals as possible because:

1. They had acquired from the company's job training program, instituted in 1935, the skills formerly provided by non-nationals.

2. The expanding population of The Netherlands islands and territories — particularly the Antilles — had made more nationals available.

In fact, by 1949 the population had increased to the point where, for the first time in 20 years, Aruba was faced with the problem of unemployment. Lago's policy of giving employment preference to nationals is helping to lessen the problem.

The succes of the company's efforts became apparent in the results of a survey completed up to Jan. 1 of this year. At that time, of a total working force of 6513 staff and regular employees, 2971 were nationals of Aruba and an additional 1493 employees were Netherlands nationals.

During the first six months of this year 250 more Arubans and 90 other Netherlands nationals were given employment.

Lago Is Testing Plastics As New Corrosion Foil

Below the No. 2 Powerhouse Lago is replacing a system of cylinders and pipes which shoots a chlorine solution fatal to marine growth into the sea water inlet of the refinery's service water lines.

The new cylinders are standard steel gas containers. But most of the new pipe is made of plastic.

Engineers who designed the replacement went to plastic because chemically — within limitations — it is practically indestructible. The highly corrosive chlorine solution will not eat away the plastic pipes as it did the steel or brass lines used before.

Lago's Equipment Inspection Group is currently studying this and other areas in which plastic may be used. It has specified plastics for some pump packing and valve glands, plastic paint for some tanks and units, plastic cement for some masonry.

It has installed lengths of experimental plastic pipe in the Sweetening Plant, is testing plastic covers for valves and flanges and is developing a plastic plug for a valve in the Acid Plant.

The group is using various types of plastics developed after more than 90 years of experimentation. The first plastic — celluloid — was discovered in 1869 and was in general use for collars, combs and other items when bakelite — the second plastic to become generally popular — was introduced in 1907.

The commercial success of these two materials kept chemists busy searching for new combinations and treatments of organic substances from which to create new plastics. They were so successful that today there are over 600 types on the market.

They are available in bars, sheets, tubes, coils, blocks and powders and in almost every color of the rainbow. As raw materials, they can be shaped by heat, pressure or both. The most widely-used fabricating processes today — molding and die extrusion — use heat and pressure.

Though plastics are versatile — they appear in everything from baby's toys to automobile bodies — they have their limitations. Most cannot withstand extreme temperatures nor mechanical abuse. Consequently, their industrial application is limited.

They have been used successfully, however, in various phases of the oil industry. In the producing fields mile-long coils of plastics pipe have been laid in shallow trenches from the wells to collection points. Though somewhat more expensive than steel, the additional cost is more than off-set by their superior durability and installation ease.

PLASTIC pipe, collars, elbows and T's being tested by the Equipment Inspection Group are examined by Higinio Kelly, a field inspector A.

TUBO di plastic, cuello, elboog y T s cu ta worde getest door di Equipment Inspection Group, ta worde examiná door di Higinio Kelly, un field inspector A.

In refineries they have been used as Lago has used them — for pipe which need not undergo extreme heat, pressure or mechanical abuse; for pump packing; for valve glands; for cement which is exposed to corrosive action and in other limited fields.

Plastics also appear in hundreds of daily-use items throughout the refinery: in identification badges, telephones, fountain pens, desk covers, memo pads, typewriters, meter cases, electric switches, waste baskets, scooter seats.

These are all proven applications. EIG's work is to determine in what other areas plastics will serve as well. In experimenting with plastic pipe it has successfully treated it like metallic pipe — has threaded, bent, joined, drilled, compressed, expanded and cut it. It has joined sections of plastic and metallic pipe and inset plastic pipe in metallic pipe.

It has not, however, found a way — short of using pipe of such thickness that it is impratical — to replace metallic pipe with plastic pipe in the extreme heat and pressure areas. Nor in the areas where pipe must absorb mechanical abuse.

Numerous CYI's submitted in the past few years have also failed to solve these and other plastic problems.

Because plastic pipe is formed with heat and pressure, it frequently fans when these forces are applied again. And though EIG has marked its experimental pipe sections with placards, they are continually being broken by careless employees who can't dent steel pipes.

EIG started some 8½ years ago experimenting with plastic. It first took up plastic paint in an attempt to control internal spheroid corrosion. Next, with the process Department, it took up Teflon, a $14-per-pound plastic which is resistant to just about every chemical but molten alkilis and fluorine gas.

R. V. Heinze, former assistant division superintendent of the Acid and Edeleanu Plant, suggested to EIG that Teflon might solve some of the refinery's acid corrosion problems.

Because Teflon can withstand temperatures as high as 400 to 500 degrees, it was used as pump packing, made into special gaskets and a block of Teflon is now being machined to fit a plug valve in an Acid Plant separator — a valve which has plagued the company for years. The plastic is too expensive, however, for any but special use.

EIG engineers think, though, that Teflon and similar top-performance materials are indicative of the future of plastics within industry. They feel sure research will solve the problem of excessive cost, combine the good qualities of plastic and steel and come up with plastics that will be suitable for all industrial purposes.

"E ta Practicamente Indestruible"

Lago ta Usa Plastic Nobo

★ ★ ★ ★

Bao Powerhonse No. 2 Lago ta reemplazando nn sistema di cylindro y tubo cu ta injecta den awa di lamar destiná pa uso den refineria un solucion di chlorine fatal pa bida marina.

E cylindronan nobo ta contenedornan di gas di staal standard. Pero mayor parti di e tubonan noho ta trahá di plastic.

Ingenieronan cu a designa e reemplazo nobo a tuma nan recurso na plastic pasobra — dentro di limitacion — e ta praeticamente indestruible. E solucion di chlorine cu ta altamente corosivo no ta come e tubo di plastic manera e tabata haci cu e linca di staal of koper usá antes.

Equipment Inspection Group di Lago actualmente ta studiando esaki y otro area unda plastic por worde usá. E grupo a specifica plastic pa algun pump packing y valve gland, verf di plastic pa algun tanki y unidad, cement di plastic.

El a instala algun pida experimental di tubo di plastic den Sweetening Plant, ta test cubierta di plastic pa valves y flanges y ta desaroya un plug di plastic pa un valve den Acid Plant.

E grupo ta usa varios sorto di plastic desaroyá despues di mas cu 90 anja di experimentacion. E promer plastic — celluloid — a worde descubrí na 1869 y tabata na uso general pa cuello, penja y otro articulonan ora bakeliet — e segunda plastico cu a bira generalmente popular — tabata introduci na 1907.

Exito comercial di e dos materialnan aki a tene quimiconan ocupá buscando combinacionnan y procesonan nobo di substancianan organico for di cual por traha plastic nobo. Nan tabatin asina tanto exito cu awendia tin como 600 diferente sorto ariba mercado.

Nan ta disponible na bara, platchi, tubo, coil, blokki y pucier y den casi tur colornan di regenboog. Como material crudo, nan por worde formá door di calor, presion of ambos. E procesonan di fabricacion mas usable awendia ta cu calor y presion.

Maske plastic ta versatil — nan ta aparece den tur cos for di cos di hunga pa mucha chikito te body di auto — nan tin nan limitacion. Mayoria no por wanta cayente extremo y tampoco abuso mecanico. Pesey, nan aplicacion industrial ta limitá.

Sinembargo, nan a worde usá cu exito den varios fase di industria petrolero. Millanan largo di tubo a worde instalá for di poosnan di azeta pa puntonan di coleccion. Maske e ta poco mas cara cu staal, e costo adicional ta worde mas cu compensá door di nan durabilidad superior y facilidad di instalacion.

Den refinerianan nan a worde usá manera Lago a usa nan — pa tubo cu no ta sumeti na calor extremo, presion of abuso mecanico; pa pump packing; pa valve glands; pa cement cu ta exponí na accion corosiva y den otro usonan limitá.

Plastic ta usá tambe den cientos di articulonan di uso diario den henter refineria: den ficha, telefoon, vulpen, cubierta pa lessenaar, blokki di papel, typewriter, cahita di meter, switch electrico, bleki di basura, silla di scooter.

Tur esakinan ta aplicacionnan probá. Trabao di EIG ta pa determina na cual otro caminanan plastic por haci bon uso tambe. Experimentando cu tubo di plastico nan a trata cu ne mesmo cu tubo di metal — nan a traha draad, dohla, conecta, dril, compres, expand y cortele. Nan a conecta seccion di tubo di metal y tubo di plastic y a las tubo di metal cu tubo di plastic.

Sinembargo, nan no a baya un medio — excepto door di usa tubo asina diki cu e ta impractico — pa reemplaza tubo di metal cu tubo di plastic den lugarnan di extremo calor y presion. Ni tampoco na e lugarnan unda tubo mester wanta abuso mecanico.

Pa motibo cu tubo di plastic ta worde formá cu calor y presion, generalmente e ta faya ora e forzanan aki worde aplicá atrobe. Y maske EIG a marca su seccionnan di tubo experimental cu platchi, nan ta worde kibrá continuamente door di empleadonan sin cuidao.

EIG a cuminza experimenta cu tubo di plastic mas of menos 4½ anja pasá. Promer nan a tuma Teflon, un plastic cu ta costa $14 pa liber y cu ta resisti casi tur quimical excepto alkilis gesmelt y flourine gas.

Pa motibo cu Teflon por wanta temperaturanan mes halto cu 400 y 500 grado, e ta worde usá como pump packing, trahá den gasket special y awor un blokki di Teflon ta worde machiná pa sirbi un plug valve den un separator na Acid Plant — un valve cu a duna compania dolor di cabez hopi anja largo. E plastic, sinembargo, ta mucho costoso pa cualkier sino uso special.

Ingenieronan di EIG ta pensa, sinembargo, cu Teflon y materialnan similar ta indicativo di futuro di plastic den industria. Nan ta segur cu research lo soluciona e problema di costo excesivo, combina e bon calidadnan di staal y plastic y resulta den plastic cu lo ta adecuado pa tur obhetonan industrial.

Named For A Ship That Foundered There

California Light

Up from a headland on the northwest tip of Aruba juts the island's largest lighthouse, a beacon named for a ship that foundered on the near-by, jagged shore. Its beam can be seen 25 miles at sea, warning sailors of a coast made treacherous by currents, winds and rocks.

The tapering tower of reinforced concrete stands at the edge of a coral plateau which runs southeast for miles between the sea and inland hills. In all that barren expanse the lighthouse and its keepers' quarters — weathered a soft yellow — are the only spots of color.

It is a lonely spot, as befits a lighthouse. Goats — which bed down amidst the boulders that strew the sloping face of the plateau — lizards and a few struggling bushes are the only living things.

The wind scours the area constantly, bringing over the rocky waste the thin cries of sea birds that dive into the water to eat, struggle aloft, circle and plunge again.

The lighthouse lies at the end of a rough track which dips and winds through coral and sand from the end of the Noord — West Point road. It was along a path that was the forerunner of this road that dozens of Aruba residents hurried one day in 1893 to see a ship that had been driven up on the rocks the night before.

Climbing the dunes they could see a steamship tilted at a crazy angle some 30 yards off-shore. Wave after wave slugged into the vessel, driving it farther onto the jagged rocks on which it had foundered.

The ship, owned by the West India and Pacific Steamship Co., was the "California" bound for Colombia with a load of hardware, canned goods, cloth and other general cargo. Beating up the north shore on a clear-weather night, she had presumably gone aground through a navigation error.

The crew made its way safely ashore through the thundering surf, but the ship was a total wreck. It was later bought by an Aruba concern which salvaged much of the cargo.

Though the diaries kept by the various governors — about the only official records of the years before 1949 — give no indication of the number, old-time Aruba residents recall that West Point was a virtual ship's graveyard.

Numerous sailing ships, trying to reach around the island tip, had been caught in the current which sets up the north shore and had been driven onto the rocks by the ever-present Trade Winds. The headland which claimed the "California," and which collected a number of other victims in later years, became known as California Point.

Sometime around 1912 it was decided to build a lighthouse on the headland as a warning to passing ships. Construction began and by 1915 the tower was up, 98 feet high and 180 feet above the sea.

Because power lines had not been extended to the remote area a gas lamp was ordered from France, but delivery had to wait until the end of World War I. With it came a suspended weight device to rotate the light in place of an electric motor and a hand-operated fuel pump.

The lamp was installed in the windowed top of the tower. Made of gleaming brass and sparkling crystal lenses, it stood six feet high on its fire engine red pedestal. Next to it, in a glass-walled box, was the driving mechanism.

It was on a dark night late in 1918 that the California Point light first flashed out over the island and the surrounding sea. The lenses, slotted and curved, gathered the light of the hissing, white-hot filament and flung it out six times a minute as a warning to passing ships.

The four uneven sides of the lamp set up a 10-second signal cycle; one-half second of light, two seconds of darkness, seven seconds of light and one-half second of darkness. Navigation officers penciled the light cycle on their charts of the Caribbean and new charts appeared bearing the light's identification.

For over 35 years the light has burned and turned, tended originally by Zelin Fingal and today by his nephew, Federico Fingal. From his uncle the present keeper learned the mechanics of maintaining the light and the lighthouse keeper's creed — that the light must be kept burning at any cost.

Today Mr. Fingal shares the responsibility with Gerardo Odor, his assistant. They spend their days at the lighthouse maintaining the equipment and keeping the tower windows clean of the salt spray endlessly deposited by the wind. At night they take turns making sure the light is lit.

One of their principal chores is cleaning the heart of the lamp, the unit in which the fuel is vaporized and shot up under the filament to be burned. They maintain four of the units, using a freshly-cleaned one in the lamp each day.

Mr. Fingal, on duty last Monday, started out to light the lamp about 5:40 p.m. Unlocking a door at the bottom of the tower — a door that has been kept locked ever since a man sneaked inside several years ago, climbed to the top and threw himself to the rocks below — Mr. Fingal started on the 116 steps which wind tightly up the middle of the tower to a landing below the lamp room.

There he checked the pressure, pushed the pump handle once or twice and then opened two highly polished brass-handled valves on the fuel lines. Because the lamp must have maximum combustion with a minimum of ash, the fuel used is Varsol — an Esso cleaning fluid imported by Lago for transshipment.

Through a special arrangement, Lago's Marketing Division supplies the fuel in 55-gallon drums to the lighthouse.

Opening a trap door above his head, Mr. Fingal climbed to the lamp room and dropped the curtain which hung over each pane of glass. Though not appearing to hurry, he raced the setting sun without a lost motion.

He installed the newly-cleaned vaporizing unit under the white, gauze-like filament, then filled a small lamp with Varsol and set it beneath the unit. Next he opened two valves which controlled the air and fuel admitted to the unit and lighted the lamp.

Then he waited as the guttering flame licked up around and heated the vaporizing chamber. In a few minutes the Varsol — turned to a gas by the heat — could be heard above the buffeting wind hissing from the chamber and into the filament burner.

Once, then twice, the filament burst into a yellowish-orange flame, then — as more gas poured into the burner beneath it — began to glow with increasing intensity.

Mr. Fingal, back at the valves, adjusted them until experience told him the light was burning with maximum efficiency, then withdrew the heating lamp and snuffed it out. Precisely at six he threw a lever on the glasswalled gear box.

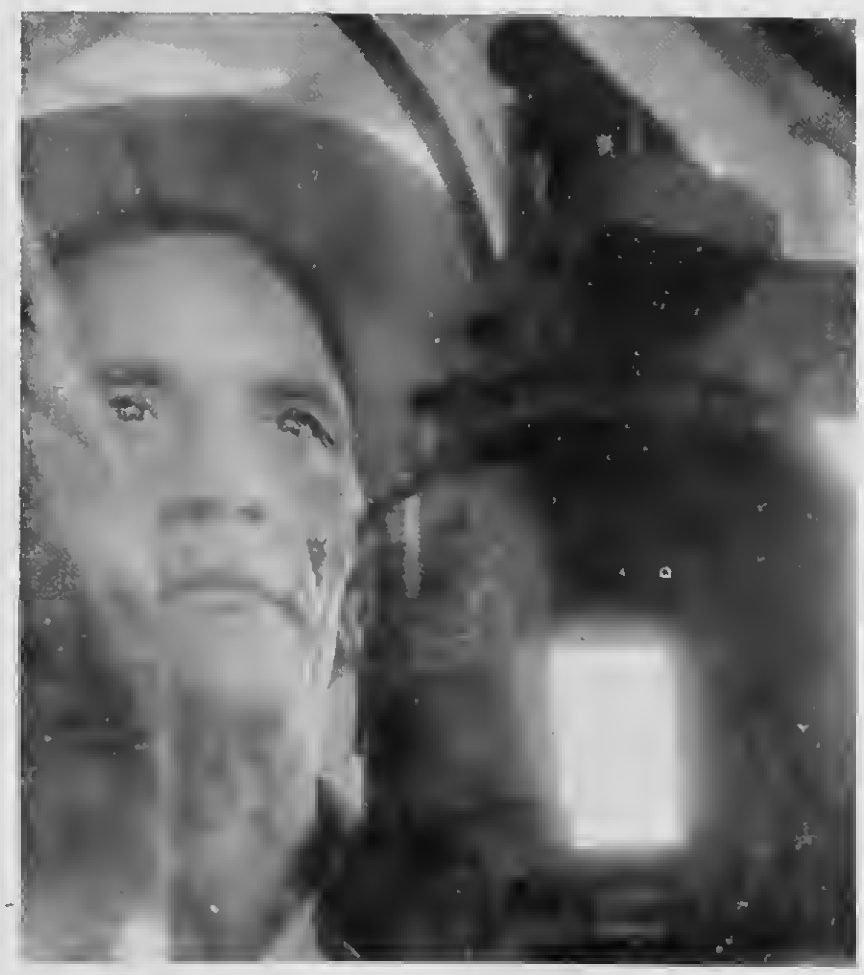
Beneath the burner he held a mirror, similar to that used by a dentist. "If it's burning right, you see two blue flames and four white points of light," he explained. In the mirror appeared two blue flames and four white points of light.

The lever released a brake on a cable which ran down through the column around which the stairs were coiled. A weight pulled the cable. The cable was connected to gears which moved the lamp. As the weight activated the gears they began to spin and the lamp — sitting in a tank filled with mercury — began to turn.

Though its rays were negligible in the early dusk, they began to shine farther and farther as evening descended. Soon they could be seen from the opposite end of the island and by sailors 25 miles at sea.

Back in the lighthouse keepers quarters some 100 yards away Mr. Fingal kept watch. On hand was a clean, spare vaporizing unit to replace, if necessary, the one in use; a new filament in case the one burning above should collapse in the extreme heat.

When the light was turned off at six the next morning the lamp had revolved 4320 times and burned one gallon of fuel. The weight had dropped exactly 80 feet. California Point had been thwarted for another night.



FRAMED by the glass prisms of the lamp lens, Federico Fingal, head keeper of the California Point lighthouse, adjusts the gas burner.

ENCERRA door di e prismanan di glas di e lens di e lampi, Federico Fingal, tenedor di e faro na Punta California, ta ahusta e burner di gas.

THE MASSIVE light, its mantle glowing white hot, starts to turn as dusk descends. Mr. Fingal gives the flame a last inspection.

E LUZ MASIVO, su mecha blanco di cayente, ta cuminza draai ora scuridad ta cai. Sr. Fingal ta tira un ultimo inspeccion ariba e vlam.

Faro di California ta Yamá Pa Barco cu a Naufragá Aya

For di un promontorio na punta noordwest di Aruba ta lamanta e faro mas grandi di e isla, un faro yamá segun un barco cu a naufraga ariba e cercano costa barancoso. Su rayo por worde mirá 25 milla na lamar, spiertando nabegantenan pa un costa haci traicionero door di stroom, biento y baranca.

E toren di concreto bashá cu ta bira mas delegá segun e ta bai ariba ta keda na fin di un plateau di coral cu ta corre millanan paden entre lamar y e serocnan chikito. Den tur e cercania desolá aki e faro y cuarto di su tenedor — cu un color geel suave — ta e unico lugarnan di color.

E ta un lugar solitario, manera ta pas pa un faro. Cabrito — cu ta drumi entre e piedranan grandi dilanti cara di e plateau declinante — lagadishi y algun arbusto ta e unico cosnan bibo.

Biento ta supla constantemente over di e area, cargando over di e barancanan e gritonan fini di parjanan di lamar cu ta zambuya den awa pa come, sali afor, bula un rond y bolbe bai abao.

E faro ta keda na punto di un camina malo cu ta lora, subi y baba door di skerpi y santo desde cabamento di e camina di asfalt Noord - West Punt. Tabata ariba un camina di mondi cu tabata existi promer cu ɔsaki cu un cantidad di residente di Aruba a pasa un dia na 1893 pa mira un barco cu a pega ariba baranca e anochi anterior.

Subiendo ariba baranca nan por a mira un bapor pegá mas of menos 30 yarda pafor. Ola tras ola tabata kiba ariba e barco, pushando e asina mas tanto den baranca.

E barco, propiedad di West India & Pacific Steamship Co., tabata yama "California" y tabata na camina pa Colombia cu un carga di cos di kibra, cuminda di bleki, panja y otro carga general. Pasando costa di nord un anochi cu tempo cla, probablemente e barco a pega pa motibo di un error den nabegacion.

E tripulacion a logra yega terra salbo, pero e barco tabata un perdida total. Despues un empresa Arubano a cumpre'lo y a saca hopi di e carga.

Maske diarionan di e varios gezag-bebbernan — casi e unico recordnan oficial di e anjanan promer cu 1949 — no ta duna indicacion di e cantidad, residentenan bieuw di e isla ta recorda cu West Punt tabata un virtual santana di barco.

Numeroso barco di bela, tratando pa nabega rond di punta di e isla, a worde cogi den e stroom rond di costa di nord y a wurde cargá den baranca door di e biento passaat cu semper ta supla. Lé promontorio cu a causa "California" y cual a colecta algun otro victima den anjanan siguiente, a bira conoci como Punta California.

Mas of menos bamla di 1912 a worde decidi pa traha un faro ariba e promontorio como un spiertacion pa barconan pasando. Construccion a cuminza y na 1915 e toren tabata cla, 114 pia halto y 180 pia ariba lamar.

Pa motibo cu linea di coriente no a worde pasá pa e lugar leuw aki, un lampi di combustible a worde encargá na Francia, pero entregacion mester a worde te fin di Guerra Mundial I. Hunto cu e lampi a binì un aparato di peso suspendí pa draai e luz en vez di un motor electrico y un pomp di combustible cu ta traha cu man.

E lampi a worde instalá tras di e bentananan di glas mas na halto den e toren. Trahá di koper y lens di cristal, e ta seis pia halto ariba un pedestal corrá. Canto di dje, den un caha di glas, tin e mechanismo cu ta move'lo.

Tabata ariba un anochi scur laat na 1918 cu e luz di Punta California a refleha pa di promer vez over di e isla y lamar. E lensnan tabata coge e luz for di e mecha y tire'lo afor seis vez pa minuut como un spiertamento pa baporman cu ta pasa.

E cuatro cantonan inigual di e lampi ta haci un cyclo di 10 secondo: mitar secondo di luz, dos secondo di scuridad, siete secondo di luz y mitar secondo di scuridad. Oficialnan di nabegacion a scribi e cyclo aki ariba nan carchinan di Caribe y carchinan nobo a sali cu identificacion di e faro.

Pa mas cu 35 anja e luz a cende y draai, originalmente atendi pa Zelin Fingal y awor door di su sobrino, Federico Fingal. For di su ome Federico a sinja com ta mantene e luz y e doctrina di un tenedor di faro — esta cu e luz mester keda cende na cualkier costo.

Awor Sr. Fingal ta parti e responsabilidad cu Gerardo Odor, su ayudante. Durante dia nan ta mantene e hermentnan y haci e bentana-

(Contuna na pagina 5)

Haven Meester Noot ta Retira, A Guia 25,000 Bapor den 20 Anja

Despues di un carera como loods durante cual el a drenta y saca como 25,000 bapor den puertonan Antiliano den ultimo 20 anja. Maarten Noot lo retira otro luna como Havenmeester di Aruba y hefe di servicio di Loods. Su sucesor ta un homber cu hopi anja pasá tabata tercer oficial ariba un bapor cu Sr. Noot tabata 'di cuatro.'

Sintando den su oficina cu bista ariba haaf di Oranjestad un dia siman pasá, Sr. Noot a duna un relato tocante e anjanan cu el a pasa na lamar y e anjanan siguiente cu el a pasa guiando otro bapornan den haaf di Oranjestad, San Nicolas y Willemstad.

Narí na Den Helder, un stad den Noord Holland cual awendia un di e principal basenan naval Holandes, Sr. Noot tabatin 17 anja ora el a decidi pa un rarera na lamar y a haci tres viaje como messboy abordo di S.S. Rotterdam pa New York.

Despues el a firma ariba un balanchro costal como matroos y tabata na Oslo un dia ora e captan a bisa cu su barco lo worde mará y a despidi su tripulacion. Ansioso pa keda na lamar, Sr. Noot a waak rond y a mira "Vigo" un barco di tres mastre y 2000 ton mará na un distanria.

"Mi a bai abordo y a puntra e captan cu el tabatin un lugar pa mi," Sr. Noot a recorda mientras el tabata waak afor ariba e botonan di pisra cu tabata zoya suavemente den lamar. "El a acepta mi y ariba e promer viaje nos a bai Estados Unidos, Buenos Aires y Falmouth, Inglaterra. E viaje a dura 14 luna."

Convenrí ru el kier sigui na lamar, Sr. Noot — e tempo casi 20 anja di edad — a laga "Vigo" y regresa pa Den Helder unda el a cuminza atende un school maritimo.

Nuebe luna largo el a studia nabegacion, ley maritimo, comunicacion, trahamento cu bapor chikito y un cantidad di otro subjeto. Anto, cu un diploma di tercer oficial den su saco, el a bolbe lamar pa dos anja.

Ora e tempo requerí a pasa el a regresa pa school pa obtene su certificato como segunda oficial, anto el a firma abordo di un otro bapor. Dos anja despues el a bolbe bai Den Helder y a studia seis luna mas pa un licencia como captan.

E siguiente tres anja el a traha como tercer oficial ariba un bapor cu tabata haci viaje irregular, hibando carga for di tur camina cu e por a haya y entregando esaki na cualkier lugar di destinacion.

Ganando un puesto como segunda oficial den Compania Real Holandes di Bapor, el a traha despues ariba varios bapor y den diferente posicion. El a haci 10 viaje for di Amsterdam pa Valparaiso y via Curaçao, el a regresa pa India, haci numeroso viaje pa Mediterraneo y tabata na Curaçao na 1934 ora depresion a alcanzo'le y su servirionan a worde terminá.

"E mehor trabao cu mi por a haya tabata como di cuatro oficial ariba 'Libertado', un bapor cu tabata haci viaje entre Curaçao, Aruba y Maracaibo," el a bisa. "Sr. J. B. Meenhorst, hefe di loods na San Nicolas kende lo ta mi sucesor aki, tabata tercer oficial."

Na 1928 Sr. Noot a drenta matrimonio cu un mucha muher di su mes stad y despues cu nan promer yiu a nace el a decidi pa busca trabao na terra. El a aplica cerca gobierno di Curaçao y a haya trabao como loods. "E trabao tabata paga 95 florin Holandes pa luna," el ta recorda hariendo.

Sinembargo, esaki tabata bastante pa trece su senjora y yiu Curaçao. Pa cuatro anja Sr. Noot a traha como loods na Curaçao y na 1938 el tabata transferí pa Oranjestad comm hefe — y unico — loods y havenmeester.

"Mi oficina tabata un cuarto chikito di palo, net na unda e edificio aki ta awor," el a bisa. "Den mi promer reportaje mi a pidi un oficina nobo y tres anja despues mi a haye'le."

Guerra Mundial II a estalla y puerto di San Nicolas, door di cual evntualmente un dieciseis parti di tur producto di petroleo usá door di Aliadonan, a yena cu bapor. E personal di loods na San Nicolas a worde expandí y Sr. Noot a worde hací hefe di loods y havenmeester.

"Mi a caba di completa e oficina nobo na Oranjestad y ora mi a bini San Nicolas mi a descubri cu e oficina aki tabata peor cu di promer. Y den mi promer reportaje mi a bolbe pidi un oficina nobo," el a hari. "Seis anja despues mi a haye'le."

Sr. Noot a sigui traha como hefe di loods y havenmeester te 1952 ora Aruba — segun Interim Regeling — a baya supervision ariba su haafnan y servicio di loods y Sr. Noot a worde hací havenmeester di e isla. Bao su supervision ta cai haafnan, servicio di loods, luznan di puerto y di faro, y 42 empleado.

El lo tin un poco mas cu 20 anja di servicio ora el y su senjora laga Aruba Aug. 6 abordo di "Santa Rosa" pa un bishita di 10 dia na New York y despues pa Holanda unda su yiu ta wardando.

"Kiko mi ta hai baci?" Sr. Noot a puntra. "Mi tin cantidad di hobby, hobby pa cual te awor mi no tabatin tempo. Lo mi no ta por nada."

Faro di California

(Continua di pagina 4)

nan limpi di e salpeter cu biento ta deposita ariba nan. Anochi nan ta tuma warda pa ta segur cu e lampi ta cendi.

Un di nan trabaonan principal ta limpia corazon di e lampi, e lugar unda e combustible ta worde vaporizá y mamlá bao di e mecha pa kima. Nan ta mantene cuatro di esakinan, usando un limpiá fresco cada dia.

Sr. Fingal, na warda Dialuna pasá, a sali pa cende e luz mas of menos 5:40 p.m. Habriendo un porta na piso di e toren — un porta cu ta na yabi desde cu un homber a drenta ey den varios anja pasá, subi bai laria y tira su mes abao ariba barancanan — Sr. Fingal a cuminza subi e 116 trapinan ru ta lora rond di centro di e toren te un plataforma bao di e cuarto di lampi.

Aya el a check e presion, pusha e man di pomp un of dos vez anto a habri dos valve di koper hon gepolish ariba e linea di combustible. Pasobra e lampi mester tin maximo combustion cu un minimo di shinishi, e combustible cu ta worde usá ta pharsol — un producto di Esso cu Lago ta importa.

Door di un arreglo special, Marketing Division di Lago ta entrega e pharsol na e faro den drum di 55 galon.

Habriendo un portal ariba su cabez, Sr. Fingal a subi den e cuarto di lampi y a kita e cortina cu tabata colga dilanti cada pida glas. Maske no tabata parce cu el tabata para, el tabata pusta cu solo drentando sin haci un movecion en vano.

El a instala un unidad di vaporizacion bao di e mecha blanco, anto el a yena un lampi chikito cu pharsol y a pone'le bao di e unidad. Anto el a habri dos valve cu ta controla aire y combustible admiti pa e unidad y a cende e lampi.

Anto el a warda mientras e vlam tabata corre rond y cayenta e unidad di evaporacion. Den algun minuut e pharsol — cu a bira gas door di e calor — por a worde tendí ariba e zonido di biento drentando e mecha.

Un vez, despues dos, e mecha a duna un vlam geel-oranje, anto — mientras mas gas tabata bini — el a cuminza cende mas cla.

Sr. Fingal, atrobe na e valvenan, a ahusta nan te ora experiencia a munstre'le cu e lampi tabata cende cu maximo eficiencia, anto el a saca e lampi chikito y suple'le paga. Exactamente seis 'or el a hala un handle di e caha cu bamla di glas.

Bao di e burner el a tene un spiel, mescos cu un di dentista. "Si e ta cende bon, lo ta mira dos vlam blauw y cuatro punto blanco di luz," el a splica. Den e spiel a aparece dos vlam blauw y cuatro punto di luz.

I asked for a new office and got it three years later."

World War II had broken out and San Nicolas harbor, which was eventually to handle one-sixteenth of all the petroleum products used by the Allies, became jammed with ships. The San Nicolas harbor pilot staff was expanded and Mr. Noot was assigned as chief pilot and harbormaster.

"I had just finished the new office in Oranjestad and when I got to San Nicolas I found the office was worse then my first one. So in my first report I again asked for a new office," he laughed. "Six years later we got it."

Mr. Noot continued as chief pilot and harbor-master until 1952 when Aruba — under the Interim Regulation — was given supervision of its harbors and pilot service and Mr. Noot was made harbor master of the island. Under his supervision fall the harbors, pilot service, lighthouse, harbor lights and 42 employees.

He will have had just over 20 years of service when he and his wife leave Aug. 6 on the "Santa Rosa" for a 10-day visit to New York and then on to Holland where their son is waiting.

"What am I going to do?" Mr. Noot asked. "I've got plenty of hobbies, hobbies I haven't had time for up to now. I won't be idle."

Benson T. Douglas

Former Employee Get Law Degree From Dalhousie

A former Lago employee wound up five years of university study late in June when he graduated as valedictorian of his law class from Dalhousie University at Halifax, Nova Scotia.

He is Benson T. Douglas, a former Lago Vocational School instructor and one-time secretary of the old Employees' Advisory Council. He was a teacher in Grenada when he came to Lago in 1943 as a clerk in Mechanical — Instrument.

Two years later he transferred to the LVS and served as an instructor for four years. In September of 1949 he enrolled at McGill University in Montreal, Canada, as an agricultural economy student.

The next year he transferred to Dalhousie where he read for a barrister at law degree which he received in June. He had earlier been judged the best debater in the university.

In September he plans to go to London, England, to read for a year at the Inner Temple before returning to the British West Indies to practice law.

E handle a los un brake ariba un cable cu tabata corre bai abao door di e columna rond di cual e trapinan ta lora. Un peso a hala e cable. E cable tabata conectá cu gear cu ta move e lampi. Mientras e peso ta pone e gearnan na movecion e lampi — sintá den un tanki yen di kwik — a cuminza draai.

Maske su rayonan tabata casi invisible asina tempran, nan a cuminza alcanza mas y mas leuw segun nachi tabata cerra. Pronto nan por a worde mirá for di otro banda di e isla y door di nabegantenan 25 milla na lamar.

Den e cuarto di e tenedor di faro mas of menos 100 yarda retirá Sr. Fingal tabata na warda. Banda di dje tabatin un unidad limpi di vaporizacion pa reemplaza, si ta necesario, esun na uso; un mecha nobo en caso cu esun cendiemlo ariba faya door di e calor extremo.

Ora e luz a worde pagá seis 'or su siguiente mainta e lampi a draai 4320 rond y a kima un galon di combustible. E peso a haba exactamente 80 pia. Punta California a worde dominá pa un otro anochi.

Ex-EmpleadoTa Obtene Diploma di Abogado na Dalhousie

Un ex-empleado di Lago a termina cinco anja di estudio na universidad na fin di Juni ora el a graduá como e mehor y orador pa su klas di abogacia for di Dalhousie University na Halifax, Nueva Escocia.

Esaki ta Benson T. Douglas, un ex-instructor di School di Ofishi di Lago y un tempo secretario di e Consecho Consultativo di Empleado bieuw. El tabata un maestro na Grenada tempo cu el a bini na Lago na 1943 como un klerk den Mechanical Department — Instrument.

Dos anja despues el a worde cambiá pa School di Ofishi y el a traha como un instructor durante cuatro anja. Na September 1949 el a drenta McGill University na Montreal, Canada, como un estudiante di economia agricultora.

Graduantenan a Tende Discurso Tocante Carera

Lago a completa un serie di tres sesion tocante guia vocacional pa graduantenan di MULO ayera cu un discurso tocante "Importancia di Educacion den Hayamento di e Bon Trabao" y un paseo specializá den refineria.

Trinta y tres studiante cu ta gradua for di schoolnan di MULO na Aruba reuní den Centro di Recepcion 8:30 a.m. pa teme E. F. Welch, hefe di Training Division, papia ariba educacion como un yabi pa un carera cu exito.

Despues di un descripcion di operacion di refineria door di H. M. Nassy di Public Relations Department, e studiantenan a bai Lower Yard y despues partí den tres grupo.

Nan a bishita Technical Service Department Process Control y Drafting Room y Accounting Department den Oficina Mayor y despues No. 2 y 3 Lab.

Despues di romida na Reception Center nan a tende un lectura door di Superintendente General F. E. Griffin ariba necesidad di industria pa hombernan cu educacion avanzá. Anto nan a bishita Equipment Inspection Group, control house di AAR-2 y No. 2 Powerhouse.

Atrobe na Reception Center nan a worde sirbi refresco, a worde invitá pa haci pregunta ariba activinladnan di e dia y a scucha un lectura final door di R. W. Schlageter, di Relaciones Publicas.

Mas promer den e serie nan a tende Frank P. Cassens, personnel research coordinator, papia na St. Dominicus College tocante "Planeamento di un Carera." Tambe nan a tende William Meskill, director interino di Lago Vocational School, papia na e school ariba "E Efecto di Demanda y Oferta di Trabao Ariba Seleccion di un Carera."

Nacionalizacion

(Continua di pagina 1)

e programa di enseyanza di trabao di Compania, cu a cuminza na 1935, e capacidadnan cu anteriormente e no-nacionalnan tabata tin.

2. E poblacion creciente di islanan y territorio Holandes — particularmente di Antillas — a haci mas nacional dispanibel.

En realidad, na 1949 e poblacion a aumenta te na e punto cu pa di promer hez den 20 anja Aruba tabata enfrentá ru e problema di desempleo. Lago su poliza di preferencia den empleo pa nacionalnan ta yuda soluciona e problema.

E exito di esfuerzonan di Compania a hira evidente den e resultadonan di un estudio completá na Januari 1 di e anja aki. Na e fecha ey, di e total di 6513 empleadonan regular y di staff, tabatin 2971 nacionalnan di Aruba y 1423 otro empleadonan di nacionalidad Holandes.

Durante e promer seis luna di e anja aki 250 Arubiano y 90 otro empleado di nacionalidad Holandes mas a worde empleá.

Teachers Receive Lago Tour Photos

Lago, which earlier this year played host to over 200 teachers from Aruba's parochial and government schools, thanked its guests for coming last week with pictures of their visit.

Each teacher received a photograph of the group with which he or she toured the refinery. In addition, albums of photographs showing the teachers at various stops on their tours were sent to 23 school principals plus island school officials.

The teachers were invited to visit Lago between April 20 and 24 in order to familiarize them with the largest industry on the island and the place in which many of their students will work.

Schedule of Paydays

Semi-Monthly Payroll

July 16 - 31 Mon., August 9

Monthly Payroll

July 1 - 31 Tues., August 10

Harbor Master to Retire August 6

(Continued from page 1)

sea as a career and went as messboy for three voyages on the S.S. Rotterdam to New York.

Next he signed aboard a coastal schooner as a deckhand and was in Oslo one day when the captain said the ship would be laid up and paid off the crew. Anxious to stay at sea, Mr. Noot looked about and saw at a near-by berth the "Vigo," a three-masted square-rigger of 2000 tons.

Convinced he wanted to follow the sea, Mr. Noot — now almost 20 — left the "Vigo" and went back to Den Helder where he enrolled in a maritime training school.

For nine months he studied navigation, maritime law, communications, small-boat seamanship and a host of other subjects. Then, with a third mate's ticket in his duffel bag, he went back to sea for two years.

When the required time was up he went back to school to study for a second mate's certificate, then signed aboard another ship. Two years later he went back to Den Helder and studied for six more months for a captain's license.

For the next three years he served as third mate in a "wild cruise trade" ship, hauling spot cargoes wherever they could be picked up to any place they had to be delivered.

Winning a berth as second mate in the Royal Dutch Steamship Co., he served on different ships in various trades. He made 10 trips from Amsterdam to Valparaiso and back via Curaçao, went to India, made numerous trips to Mediterranean ports and was in Curaçao in 1934 when the depression caught up with him and he was laid off.

"The best job I could get was fourth mate on the 'Libertador,' a ship that shuttled between Curaçao, Aruba and Maracaibo," he said. "There were five master's tickets aboard. Mr. J. B. Meenhorst, chief pilot at San Nicolas who will succeed me here, was third mate."

In 1928 Mr. Noot had married his home-town sweetheart who had borne a son when Mr. Noot decided to look for work on shore. He went to the government at Curaçao and got a job as a pilot.

"It paid 95 Dutch guilders a month," he recalled with a grin.

It was enough, however, to bring his wife and son to Curaçao. For four years Mr. Noot worked as a pilot at Curaçao and in 1938 was transferred to Oranjestad as the chief — and only — pilot and harbor-master.

"My office was a little wooden shed, right where this building now stands," he said. "In my first report

Two Curaçao Middleweights Kayo "De Couga", Maduro

Two Curaçao middleweights "Little Dynamite" and "Kid Richards" ripped the wrappings from the Aruba Boxing Association's first card the night of July 16 with knockout victories in two hotly-contested bouts.

The show, staged by the newly-formed association at the Swingsters' Square Garden in San Nicolas, marked the return of professional boxing to Aruba after an absence of seven months. Close to 2000 persons were on hand for the three amateur and four professional contests.

The 10-round feature event pitted "Little Dynamite," at 160 pounds, against 156-pound "De Couga" of St. Eustatius. Two previous meetings of the pair had ended in draws. Both men opened cautiously, so cautiously that Referee E. D. Biddle stopped the bout in the first and third rounds to order the men to "mix it up."

Midway in the fourth "Dynamite" did. Using his height and longer reach advantage, he caught "De Couga" on the ropes and with a damaging attack to the body and head dropped him for a count of nine. Back on his feet "De Couga" was still groggy when "Dynamite" ripped in a right cross that toppled the St. Eustatius fighter again. Only the bell saved him from being counted out.

In the fifth "De Couga" weathered two more attacks, then slipped inside "Dynamite's" long-arm defense screen to stagger him with a looping right to the head. He could not maintain the attack, though, and in the sixth was forced to cover up as "Dynamite" strove for a knockout.

"De Couga" came out for the seventh and last round with a ringing body attack, but "Dynamite" brought one from the floor that stopped his smaller opponent, then dropped him for a nine-count with a left-right-left to the head.

"De Couga" brought a roar from the crowd as he struggled to his feet, but he was forced to retreat as "Dynamite" bored in for the kill. Crunching lefts and rights to the head brought "De Couga's" hands down and "Dynamite" put him away with a waist-high, right-hand 'bolo' with 2:03 minutes of the round gone.

Juan Maduro, the "Santa Cruz Bulldozer," was the victim of the other knock-out. In the fifth bout of the evening he gave away eight pounds to the 158-pound "Kid Richards."

Maduro opened fast, sharp-shooting left hands that kept "Richards" off balance throughout the first round. In the second round, however, Richards started throwing right hands and midway in the round cut Maduro's mouth which bled throughout the rest of the fight.

In the third, fourth and fifth frames Richards — a fast-moving, elusive target — counter-punched Maduro time and again and mounted a number of two-handed attacks that had Maduro reeling.

The end came in the sixth. Maduro, covered with blood and dazed from the pounding he had taken, opened with a rush but was forced to hang on as "Richards" bided his time, then threw a flurry of rights and lefts that forced the Santa Cruz boxer into the ropes.

"Richards" threw a series of rights and lefts into Maduro's mid-section, straightened him up with a sizzling left hook and then knocked him out with a right smash in 2:20 minutes of the round.

In the two other professional bouts "Curly Kayo, at 142, took a four-round decision from 128-pound "Smiling Joe" while veteran Aruban ring campaigner "Young Quicksilver" lost an eight-round middleweight decision to "Diamonte Negro" of Curaçao.

Results of the three-round amateur bouts were:

Efe Croes, 130 decisioned "Don Power," 138; "Battling Nelson," 140 decisioned "Kid Casanova," 140 and "Kid McCoy," 142 decisioned "Kid Crecencio," 146.

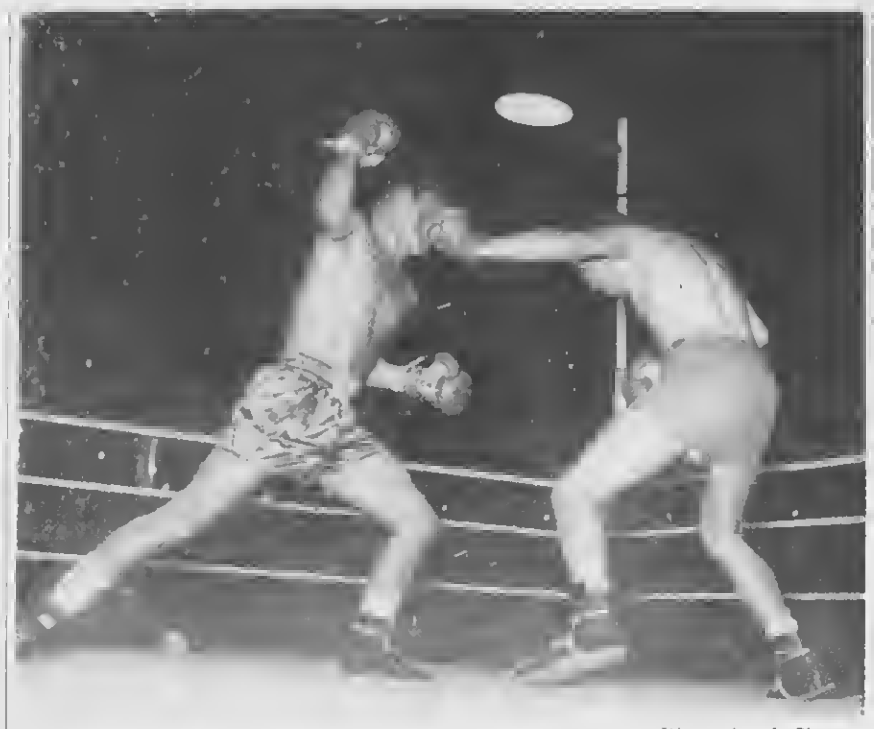


Photo by J. Tromp

THE RIGHT HAND poised by Juan Maduro, the "Santa Cruz Bulldozer" at left, was of little avail against "Kid Richards" of Curaçao who dropped the 'dozer in 2:20 minutes of the sixth and last round.

CU MAN DRECHI tení na balanza Juan Maduro, e "Bulldozer di Santa Cruz" na banda robez, tabata por poco contra "Kid Richards" di Curacao kende a tumbele den 2:20 minuut di seis ultimo rond.

2000 Hende a Mira Peleanan

Dos Peso Mediano a Haci Victorianan di Knockout

Dos peso mediano Curazolenjo - "Little Dynamite" y "Kid Richards" - a habri temporada di Aruba Boxing Association cu victorianan di knockout den dos pelea bringà cu fervor.

E show, tení na Swingsters Square Garden na San Nicolas bao auspicio di e asociacion nobo formà, tabata marca regreso di boxeo profesional na Aruba despues di un ausencia di 27 luna. Casi 2000 hende a presencia e cuatro peleanan amateur y tres profesional.

Den e pelea principal "Little Dynamite," na 160 liber a enfrenta "De Couga" na 156 liber di St. Eustatius. Na dos ocasion anterior nan a empata. Ambos homber a cuminza cuidadosamente, asina cuidadoso cu referee E. D. Biddle mester a para e pelea den promer y tercer asalto pa ordena e homberman pa "duna pelea."

Den di cuatro "Dynamite" a cumpli cu suplica di e referee. Usando su tamanjo y su ventaha di loraza mas largo, el a coi "De Couga" den cabuya y cu un atake salvaje ariba curpa y cabez el a tumbe'le pa conteo di nuebe. Atrobe ariba su pia "De Couga" tabata zonzà aindа ora "Dynamite" a tira un derecho fuerte cu a bolbe hasha e peleador di St. Eustatius abao. Solamente e bel a salbe'le di knockout.

Den di cinco "De Couga" a sobrevivi dos atake mas, anto el a slip dentro di defensa largo di "Dynamite" y pa un momento tabatin esaki den dificultad cu un derecho tirá pa cabez. Sinembargo, el no tabata por a mantene e atake y den di seis asalto el tabata obligà di cubri su mes ora "Dynamite" a bolbe zonze'le, y anto a camna bini aden pa e golpe final.

"De Couga" a sali pa di siete y ultimo asalto cu un rezonante atake di curpa, pero "Dynamite" a para su oponente mas chikito cu un fuerte golpe, despues tumbe'le pa conteo di nuebe cu un robez-derecho-robez tirá pa cabez.

"De Couga" a cosecha un ovacion for di aficionadonan mientras el a lucha para ariba su pia, pero el tabata forzà pa retrocede ora "Dynamite" a camna bini aden pa entrega e golpe decisivo. Golpenan ruinante di robez y derecho a pone brazanan di "De Couga" saak y "Dynamite" a caba e pelea cu un golpe derecho na haltura di su stoma den 2:03 minuut di e asalto.

Juan Maduro, "Bulldozer di Santa Cruz," tabata victima di segunda knockout. Den di cinco pelea di e anochi el a hringa na un desventaha di ocho liber cu "Kid Richards," 158 liber.

Maduro a habri rapidamente, golpenan robez cu a tene "Richards" for di balanza den henter promer asalto. Den di dos asalto, sinembargo, Richards a cuminza tira derecho y den e rond aki el a corta boca di Maduro cu a sigui sangra durante henter e pelea.

Den di tercer, cuatro y cinco asalto Richards — un boxeador liher cu sabi di kita golpe — tabata castiga Maduro un biaha tras di otro y a monta algun atake cu tabatin Maduro den dificultad.

E fin a bini den di seis. Maduro, cubrí cu sanger y zonzá door di e golpenan cu el a recibi, a habri rapido pero tabata forzà di wanta mientras "Richards" tabata warda su tempo, anto manda un yobida di golpe robez y derecho cu a forza e boxeador di Santa Cruz den cabuya.

"Richards" a manda un serie di robez y derecho pa curpa di Maduro, a pare'le cu un potente golpe robez y despues a caba e pelea cu un derechazo horible den 2:20 minuut di e asalto.

Den e dos otro encuentro profesional, "Curly Kayo," na 142, a gana un decision di cuatro asalto for di "Smiling Joe" mientras e veterano "Young Quicksilver" a perde un decision den nuebe asalto for di "Diamante Negro" di Curaçao.

Resultado di e peleanan amateur tabata:

Efe Croes, 101, a gana Don Power, 138; "Battling Nelson," 140, a gana "Kid Cassanova," y "Kid McCoy," 142, a gana "Kid Crescencio," 146.

Caracas Team Draws, Loses

THE GOALKEEPER of the Caracas all-star team which played in Aruba earlier this month makes a heroic save in a game against an all-Lago 11 at Wilhelmina Stadium. The visitors drew — 2 to 2 — against Lago and lost 2-0 against an all-Aruba selection. The Lago player in the striped shirt is Edilio Martinez.

E KEEPER di e equipo toda-estrella di Caracas cu a hunga na Aruba mas promer e luna aki ta haci un heroico salbo' den un wega contra un equipo di Lago All Stars na Wilhelmina Stadion. E bishitantenan a empata 2-2 contra Lago y a perde 2-0 contra un seleccion Arubano. E hungador di Lago den e flanel cu strepi ta Edilio Martinez.

Photo by J. Tromp

LVS Softball Teams Take First, 2 Seconds

The Lago Vocational School's softball teams wound up the season with one first and two second places in leagues sponsored by the Aruba School Athletic Association.

The LVS Junior B team gave the Junior League championship to the LVS Junior A team last Monday when it defeated the Aruba Technical School - San Nicolas Junior team 11 to 5.

The LVS Junior A team took the title with a season record of 7 and 0. The ATS team, which up to Monday's game had a 5 and 1 season mark, finished in a tie for second place with the LVS Junior B 'nine.'

St. Augustinus College's senior team took the championship of that league with a 7 and 0 record. The LVS senior team wound up in second place with a 5 and 1 total. Its final game of the season was canceled when it became apparent the result would not affect the standings.

FINAL STANDINGS:

Senior League

St. Augustinus College: 7 - 0
Lago Vocational School: 5 - 1
Aruba Technical School - San Nicolas: 4 - 2
Lago High School: 2 - 3
St. Dominicus College - MULO: 2 - 3
Juliana School: 2 - 4
Aruba Technical School - Oranjestad: 1 - 4
St. Dominicus College - HBS: 0 - 6

Junior League

Lago Vocational School A: 6 - 1
Lago Vocational School B: 5 - 2
Aruba Technical School - San Nicolas: 5 - 2
St. Dominicus College: 3 - 2
Lago High School: 3 - 2
St. Augustinus College: 2 - 5
Abraham de Veer School: 1 - 5
Juliana School: 0 - 7

As in the senior circuit, some of the Junior League games were not played when it became apparent their results would not affect the final standings.

The 1954 softball leagues were the first conducted by the ASAA. Lago contributed Fls. 1000 to help the association with transportation of teams and miscellaneous expenses.

A SECOND playground was presented by the Aruba Rotary Club to the island's youngsters at ceremonies held July 17. The new playsite, located at Socotoco, contains swings, seesaws, a merry-goround, shaded play area and protective wall. Lago General Manager O. Mingus was master-of-ceremonies at the ceremonies in which J. de Castro, new Rotary president, turned the playground over to a local committee composed of Nemesio Brete, Ferdinand Lo-Fo-Sang, Augusto Reyes and Philbert Volkerts. The club earlier established a playground at Dakota.

UN SEGUNDA patio di recreacion a worde presentà door di Aruba Rotary Club na juventud di Aruba durante ceremonianan leni Juli 17. E lugar nobo di hunga, cual ta keda na Socotoro, lin swing, wip, un cabaito, un lugar fresco pa hunga y muraya rond. Gerente General di Lago O. S. Mingus tabata maestro di ceremonia na e ocasion unda J. de Castro, presidente nobo di Rotary, a entrega e patio na un comision local componi di miembronan Nemensio Brete, Ferdinand Lo-Fo-Sang, Augusto Reyes y Philbert Volkerts. Anteriormente e club a traha un patio asina na Dakota.